Barsony

Memorandum

U.S. Department of Transportation

Urban Mass Transportation Administration

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Subject: INFORMATION: Miami Downtown Component of Metrorail

Date: NOV 1 1982

From: Associate Administrator for Technical Assistance

Reply to Attn. of

To: Arthur E. Teele, Jr. Administrator

OK — Good report

At your request, a staff member of the Office of Technical Assistance has undertaken a one day review of the Miami Downtown Component of the Metrorail project. Steven Barsony met with the Metropolitan Dade County (MDC) Project Manager and project personnel, the Westinghouse Project Manager and personnel, and their construction and A&E subcontractors. His observations were preliminary and tentative, based upon a very limited review. Comments on his observations received from the Region IV Desk Officer and the Regional Administrator have been incorporated in this memorandum which summarizes the results of the review:

1. An analysis of project accomplishments against implementation schedules has led Mr. Barsony to conclude that the project is currently 7 to 9 months behind schedule. Further, the Regional Office projects a delay in the July 1984 scheduled opening day of approximately 12 months if current trends continue.

2. The civil construction cost based on an incomplete estimate is about $12 to $15 million over the Dec. 1981/Jan. 1982 estimate. The major cost increases are attributed to the guideway and two or three stations. The total project cost was estimated at $116,965,513 of which $34.6 million was budgeted for construction work (excluding the maintenance building). The current engineering estimate, however, indicates that construction costs will be $46.5 million (excluding the maintenance building).

   It should be noted that for the last few years the engineering cost estimates have often been higher than the lowest actual bid received, so some cost reductions may occur. The MDC Project Manager, Simon Zweighaft, indicates that he expects to cover potential overruns partly from the existing contingency funds ($4.0 million) and partly from various construction costs savings. The system equipment was procured on a fixed price basis, and, therefore, no significant cost changes appear to be imminent.

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3. Right of Way acquisition is behind schedule, but it will not affect adversely the project schedule, according to the MDC Project Manager, because of schedule slippage in the design which is currently on the critical path. The appraisals on five pieces of property scheduled for completion by April 1982 were not in as of early September.

4. A number of changes have occurred in station design. The current station designs call for architectural and esthetic elements which may be desirable but not necessary. Design reviews, currently underway, are resulting in redesign and elimination of many of these items to reduce cost.

5. Proper coordination between the MDC, the Florida DOT, and the City Engineering Department is critical to maintenance of schedules. Delays in issuance of building permits, for instance, can be very costly. This area bears continual attention.

6. From the equipment point of view Mr. Barsony believes that the system appears to be well in hand. The hardware is basically the same as that used at the Atlanta Airport with very minor modifications to accommodate the environmental changes (Atlanta has air conditioned, closed stations, Miami does not), and terrain conditions (10% grade). The vehicle air conditioning unit is being increased from a 7 ton compressor capacity to a 9.5 ton capacity, although the pipes and tubings remained the same. The vehicle brake system is being strengthened to assure safe braking of the fully loaded vehicle on a 10% grade.

7. Both MDC and Westinghouse feel confident that the Miami system will be a safe, reliable one, fully satisfying the specification requirements.

Peter Benjamin

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